

# BookletChart™



## ***Intracoastal Waterway – Blackwater Sound to Matecumbe***

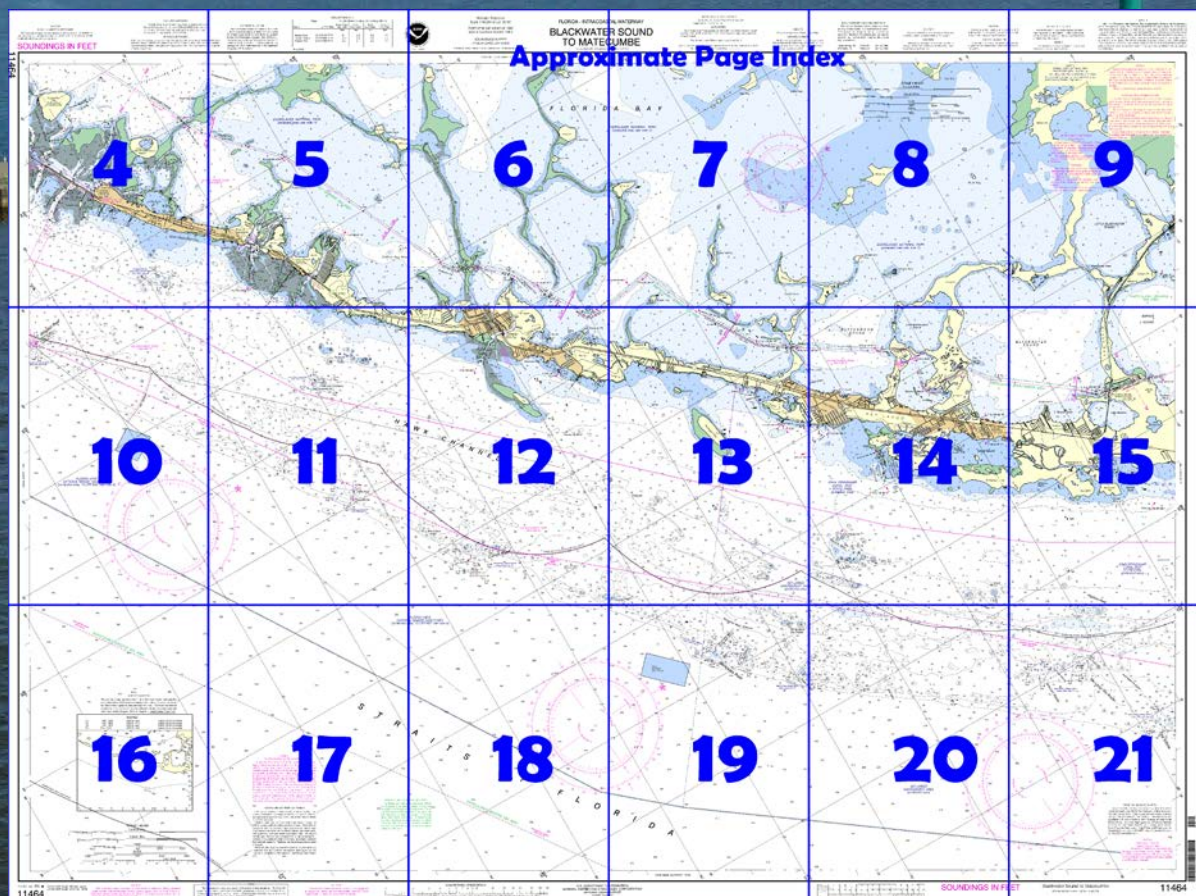
**NOAA Chart 11464**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11464>.



#### (Selected Excerpts from Coast Pilot)

**Bowles Bank Anchorage**, 6.5 miles south-southwestward of Fowey Rocks Light (25°35'26"N., 80°05'48"W.), is fair in all but southerly winds. It has depths of 14 to 16 feet and soft bottom in places, and lies about 0.5 mile north of the light of Bache Shoal and eastward of the north end of Elliott Key.

**Legare Anchorage**, 7 miles southward of Fowey Rocks Light, lies between the reefs westward of **Triumph Reef**. The bottom is

mostly hard, but there are some soft spots on which vessels may anchor. The entrances are not marked, and the anchorage is not generally used. **Caesar Creek Bank Anchorage**, 12 miles south-southwestward of Fowey

Rocks Light, is fair in all but southerly winds. It lies on the west side of Hawk Channel between **Margot Fish Shoal** and **Caesar Creek Bank**, with depths of 10 to 12 feet, soft bottom.

Excellent anchorage for small craft will be found in **Caesar Creek**, just north of Caesar Creek Bank. The entrance is marked by a light, and private daybeacons mark the channel. There was a reported depth of 6 feet through the entrance channel in 1983.

There is also a secure anchorage between **Adams Key**, **Meigs Key**, and **Elliott Key**. In 1983, it was reported that with local knowledge a draft of 4 feet could be carried into Biscayne Bay through a privately marked channel which leads north along the west side of Adams Key.

**Pacific Reef**, 13.4 miles southward of Fowey Rocks Light, is marked by **Pacific Reef Light** (25°22'16"N., 80°08'31"W.), 44 feet above the water and shown from a black skeleton tower on piles. A channel, marked by daybeacons, leads from the ocean 0.6 mile southward of Pacific Reef Light to Caesar Creek; the reported controlling depth was 8 feet in 1983. In 1984, a sunken wreck was reported in Hawk Channel about 0.3 mile northwest of Turtle Harbor West Shoal Daybeacon 2 in about 25°19.5'N., 80°13.0'W.

**Angelfish Creek**, 17.5 miles southwestward of Fowey Rocks Light, is used by vessels proceeding to Card Sound and the Intracoastal Waterway. The reported controlling depth through the creek was 5 feet in 1983. The channel is marked by lights and daybeacons. The outer end of the creek offers good protection, but the bottom is rock ledge and the anchor should be buoyed.

**Ocean Reef Harbor** is on the east side of **Key Largo**, 19.5 miles southwestward of Fowey Rocks Light. A privately dredged channel leads to the harbor. In 1979, the centerline controlling depth in the channel was 7 feet. The entrance channel is marked by a light and private daybeacons. The harbor has good anchorage. A private yacht club is on the north side of the harbor.

In 1992, an obstruction was reported 0.6 mile east-southeastward of the entrance channel in about 25°18'19.4"N., 80°15'35.2"W.

A privately dredged channel, 0.4 mile northward of the entrance to Ocean Reef Harbor, leads to a residential area. The channel, marked by private daybeacons, had a centerline controlling depth of 7 feet in 1979.

**Key Largo Anchorage**, 20 miles southwestward of Fowey Rocks Light, is fair in all but southerly winds. It has a depth of 14 feet, soft bottom, 4.5 miles northwestward of Carysfort Reef Light.

**Turtle Harbor**, a well-sheltered anchorage between the reefs lying northwestward of Carysfort Reef Light, is one of the better offshore anchorages between Key West and Miami, and is protected from all but northeast winds. It is entered from the Straits of Florida by a marked passage 5 miles northeastward of the light. Vessels of 15-foot draft can use this passage in smooth water. Depths in the approach range from 27 to 38 feet, and at the anchorage from 25 to 28 feet. In 1980, a submerged pile was reported in the north end of the anchorage about 0.2 mile southwest of Turtle Harbor Daybeacon 6. Vessels can enter Hawk Channel from this harbor by proceeding about 1.3 miles south-southwestward of Daybeacon 6 and then taking a westerly course.

**Carysfort Reef Light** (25°13'19"N., 80°12'41"W.), 100 feet above the water, is shown from a brown, octagonal, pyramidal skeleton tower on pile foundation, enclosing a conical dwelling and stair cylinder.

**The Elbow** is a reef, 5.3 miles southwestward of Carysfort Reef Light, on which several wrecks have occurred. It is marked on its seaward edge by a light.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander  
7th CG District  
Miami, FL

(305) 415-6800



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

# CAUTION BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## SHOALS AND PASSES

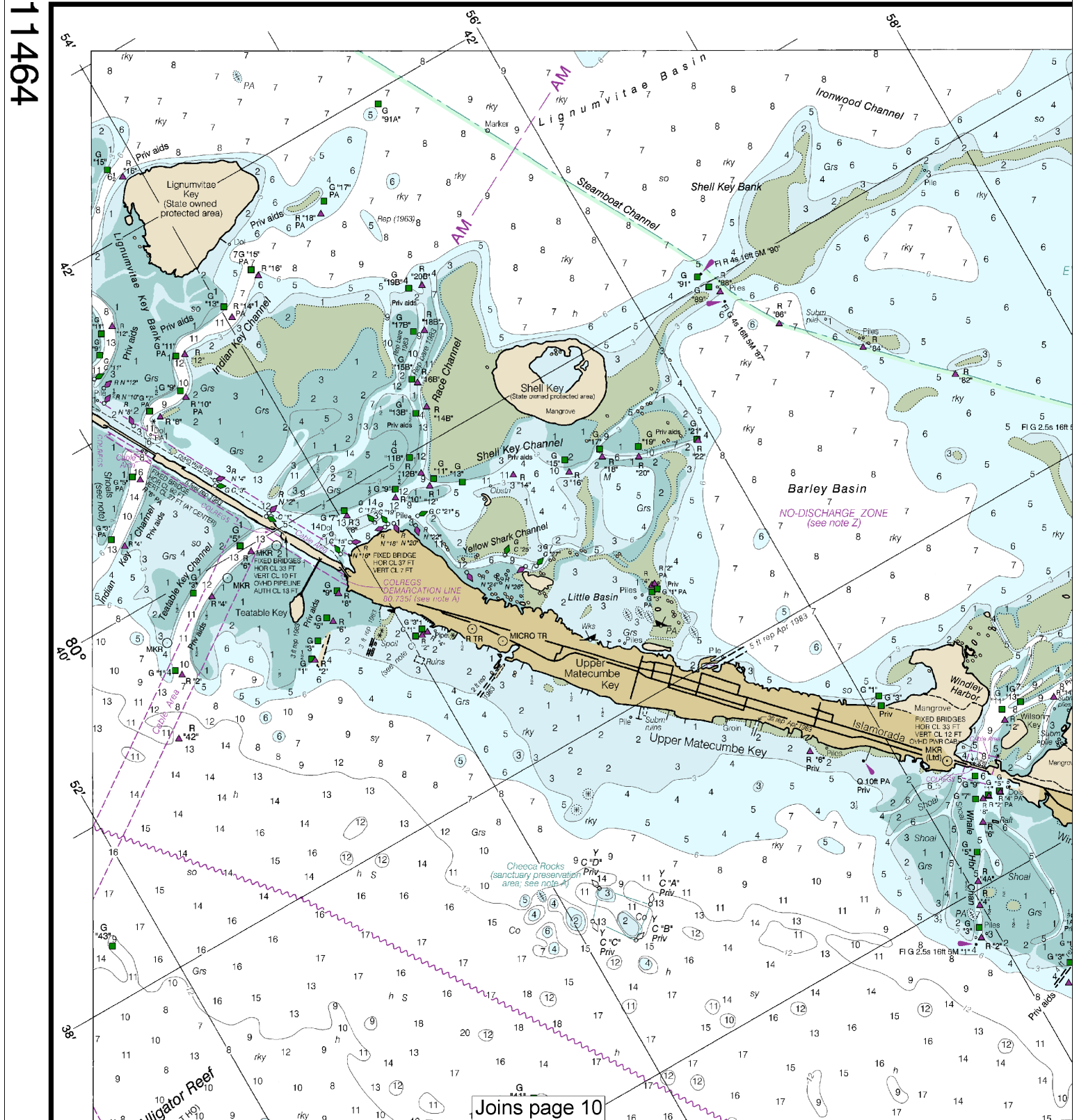
Mariners are advised to use caution. The shoals (dark blue areas) and passes (heavy dotted lines) were obtained from reports and have not been verified by field surveys. Stakes and piles, marking passes, are not shown due to their frequent change in position.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1963 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.461" northward and 0.785" eastward to agree with this chart.

# SOUNDINGS IN FEET

11464



Joins page 10

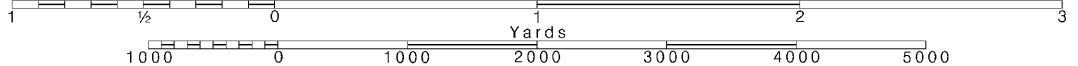
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

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Note: Chart grid lines are aligned with true north.



TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet	Extreme Low Water feet
Garden Cove	(25°10'N/80°22'W)	2.4	2.3	0.2	-1.5
Tavernier Harbor	(25°00'N/80°31'W)	2.4	2.2	0.2	-1.5
Alligator Reef	(24°51'N/80°37'W)	2.2	2.1	0.2	-1.5



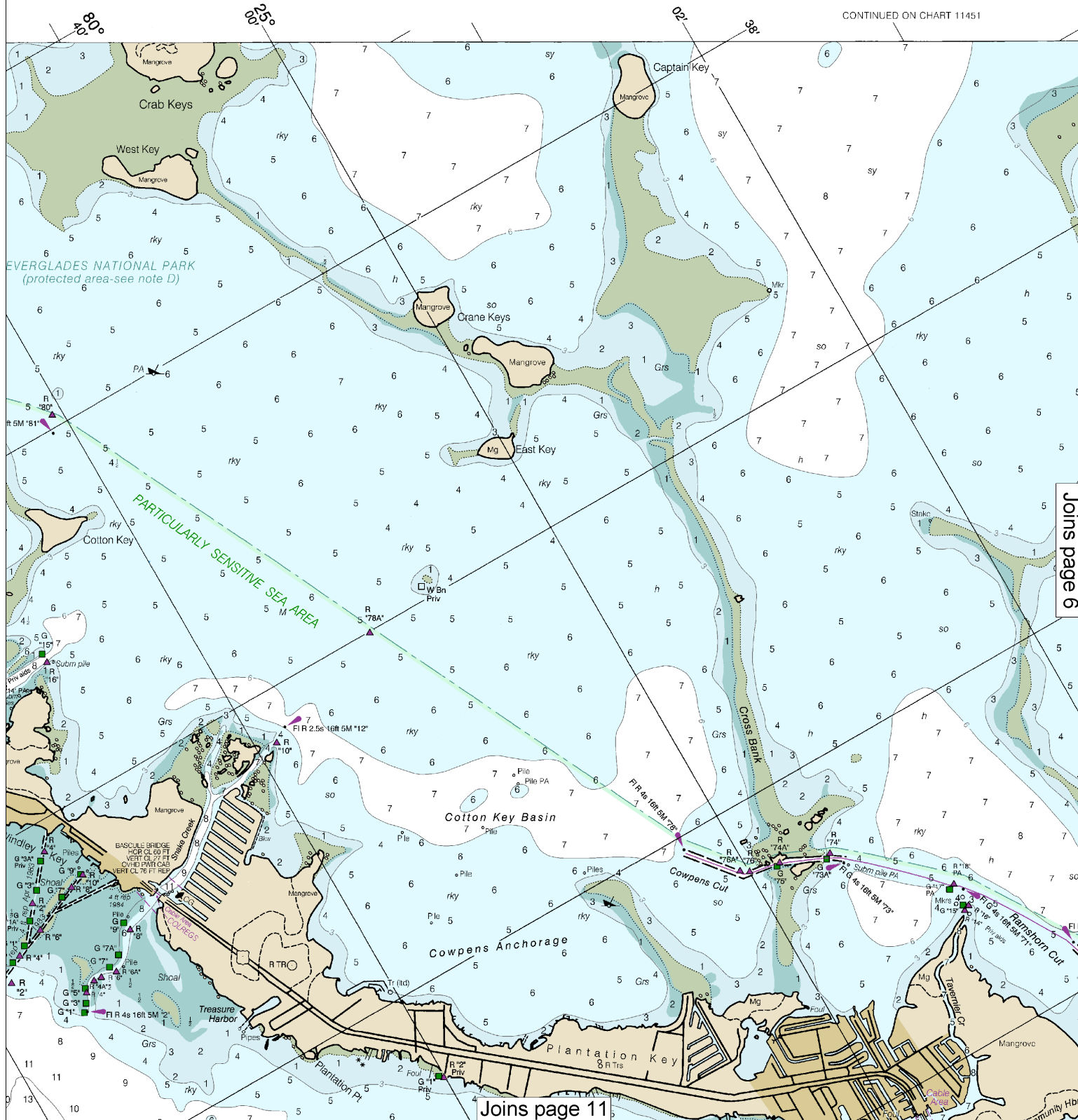
THE NATION'S CHARTMAKER SINCE 1807

Mercator Projection  
Scale 1:40,000 at Lat. 25°00'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

(Apr 2014)



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



Mean High Water		
Mean	Mean	Extreme
High Water	Low Water	Low Water
feet	feet	feet
2.3	0.2	-1.5
2.2	0.2	---
2.1	0.2	-1.5



THE NATION'S CHARTMAKER SINCE 1807

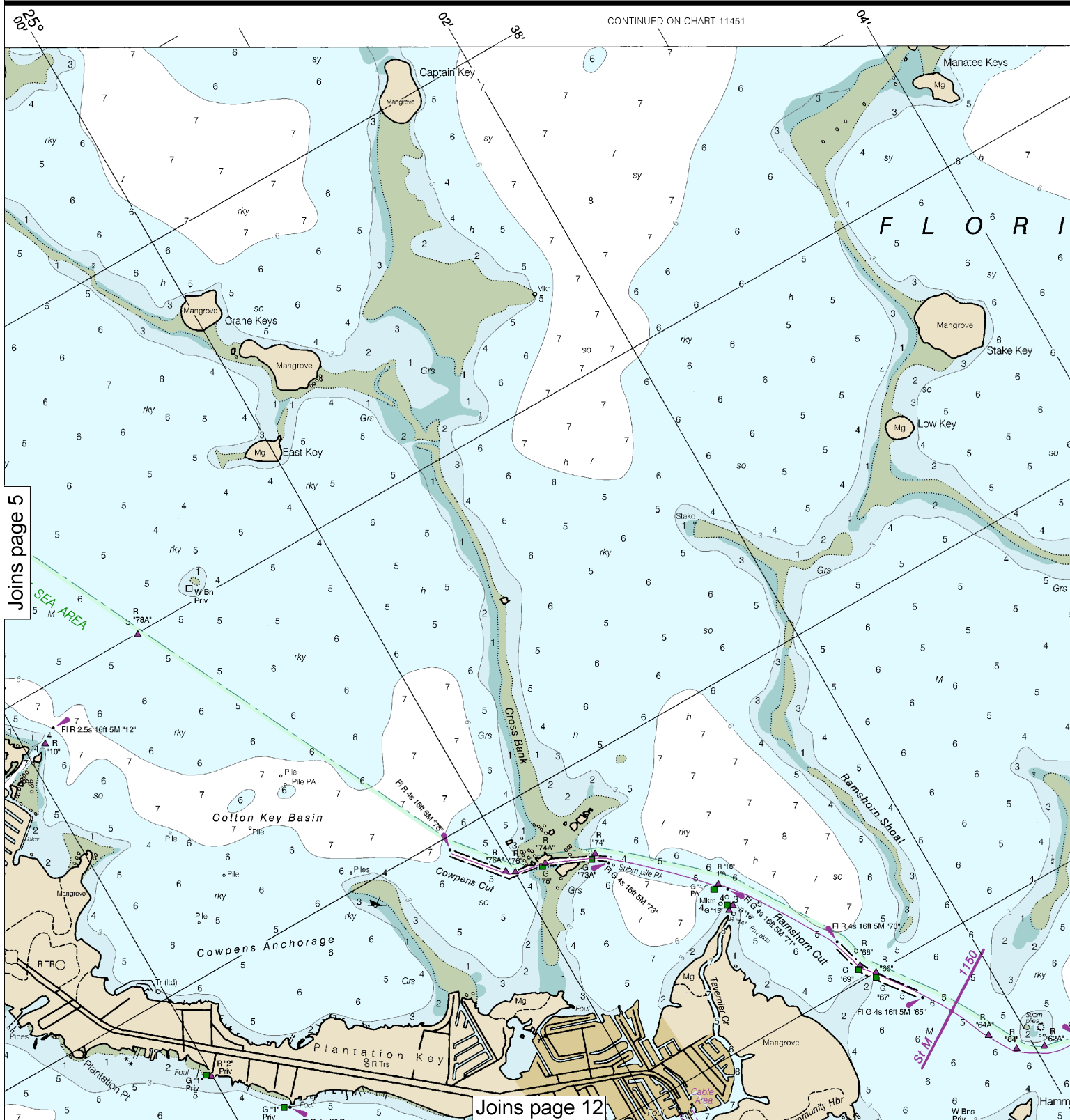
Mercator Projection  
Scale 1:40,000 at Lat. 25°00'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

# FLORIDA - INTRAC BLACKWATER TO MAT

Formerly C&GS 850, 1st C



Joins page 5

Joins page 12

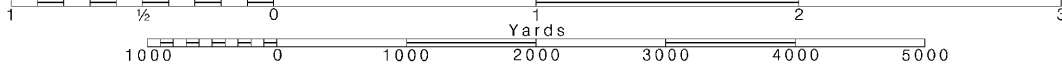
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



# COASTAL WATERWAY WATER SOUND TECUMBE

Combined Ed., Apr. 1959 KAPP 2929

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 4 for important  
supplemental information.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast  
Survey, with additional data from the Corps of Engineers, and U.S.  
Coast Guard.

For Symbols and Abbreviations see Chart No. 1

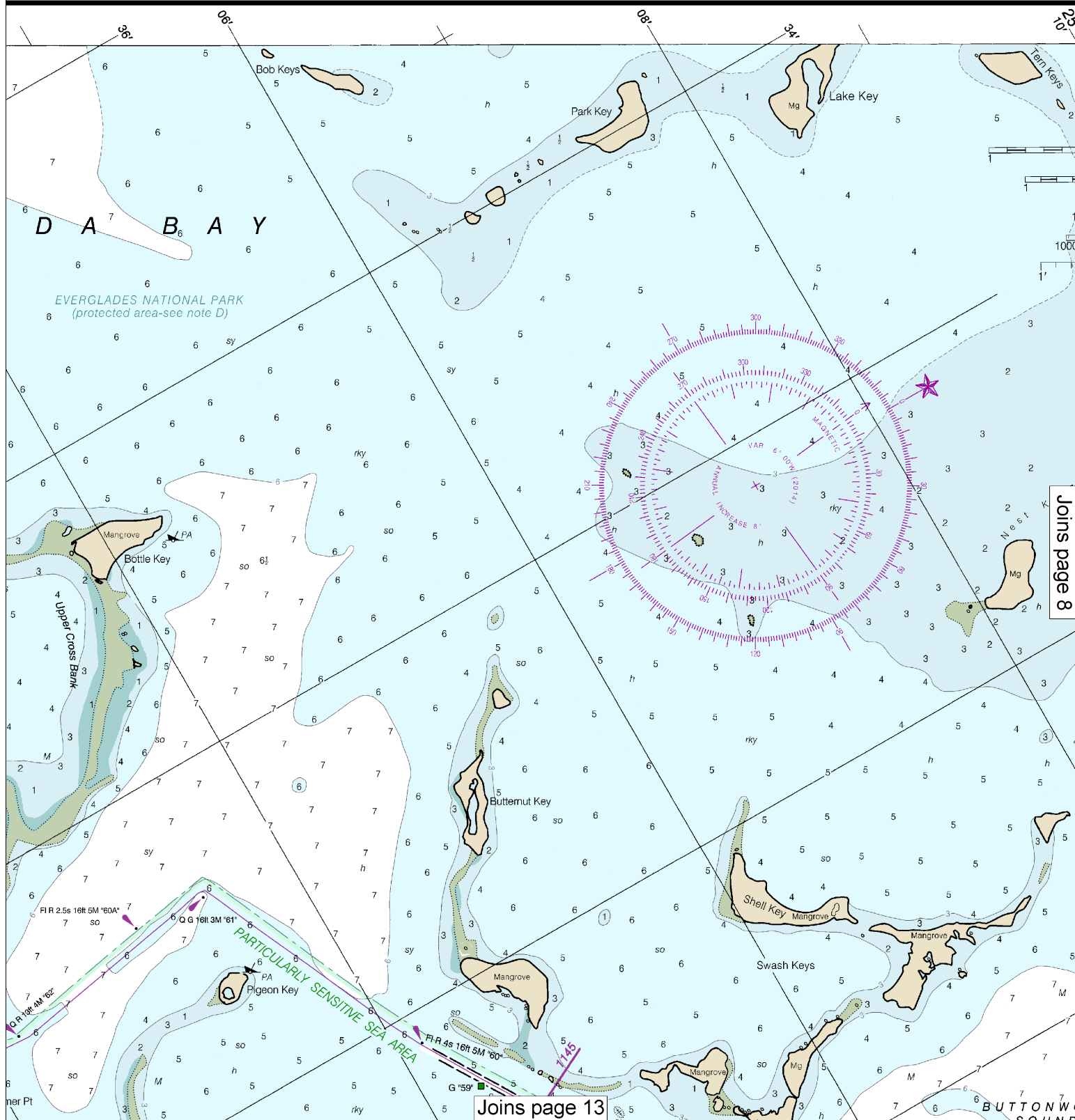
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: ---

HEIGHTS  
Heights in feet above Mean High Water.

CHANNEL MARKERS  
Reflectors on daybeacons and buoys along  
the Intracoastal Waterway are green on the  
left-hand and red on the right-hand side when  
proceeding southwestward.

NOAA WEATHER RA  
The NOAA Weather  
below provide continu  
The reception range i  
nautical miles from the a  
as much as 100 nautica  
high elevations.

Teatable Key, FL WNW  
Princeton, FL WNW



Last Correction: 12/24/2015. Cleared through:  
LNM: 2416 (6/14/2016), NM: 2716 (7/2/2016)

7

SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 4 for important supplemental information.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.  
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HEIGHTS  
Heights in feet above Mean High Water.

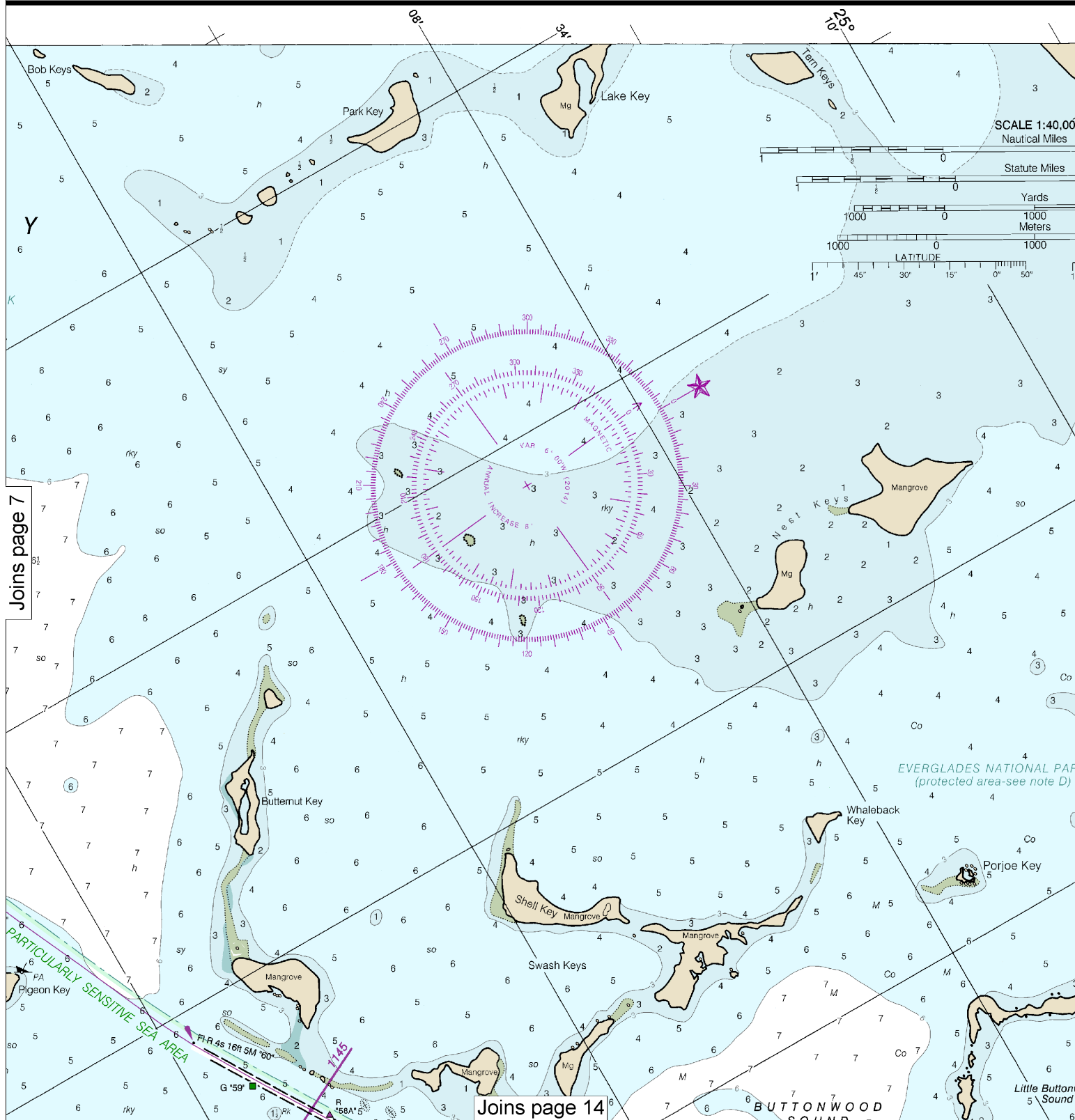
CHANNEL MARKERS  
Reflectors on daybeacons and buoys along the Intracoastal Waterway are green on the left-hand and red on the right-hand side when proceeding southwestward.

NOAA WEATHER RADIO BROADCASTS  
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Teatable Key, FL	WWG-60	162.450 MHz
Princeton, FL	WNG-663	162.425 MHz

Improved channels subject to shoaling

Temporary channels for navigation are noted by Local Notice to Mariners



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Joins page 14

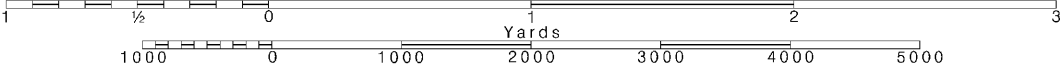
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





**CAUTION**  
Annals shown by broken lines are  
ing, particularly at the edges.

**CAUTION**  
changes or defects in aids to  
not indicated on this chart. See  
Mariners.

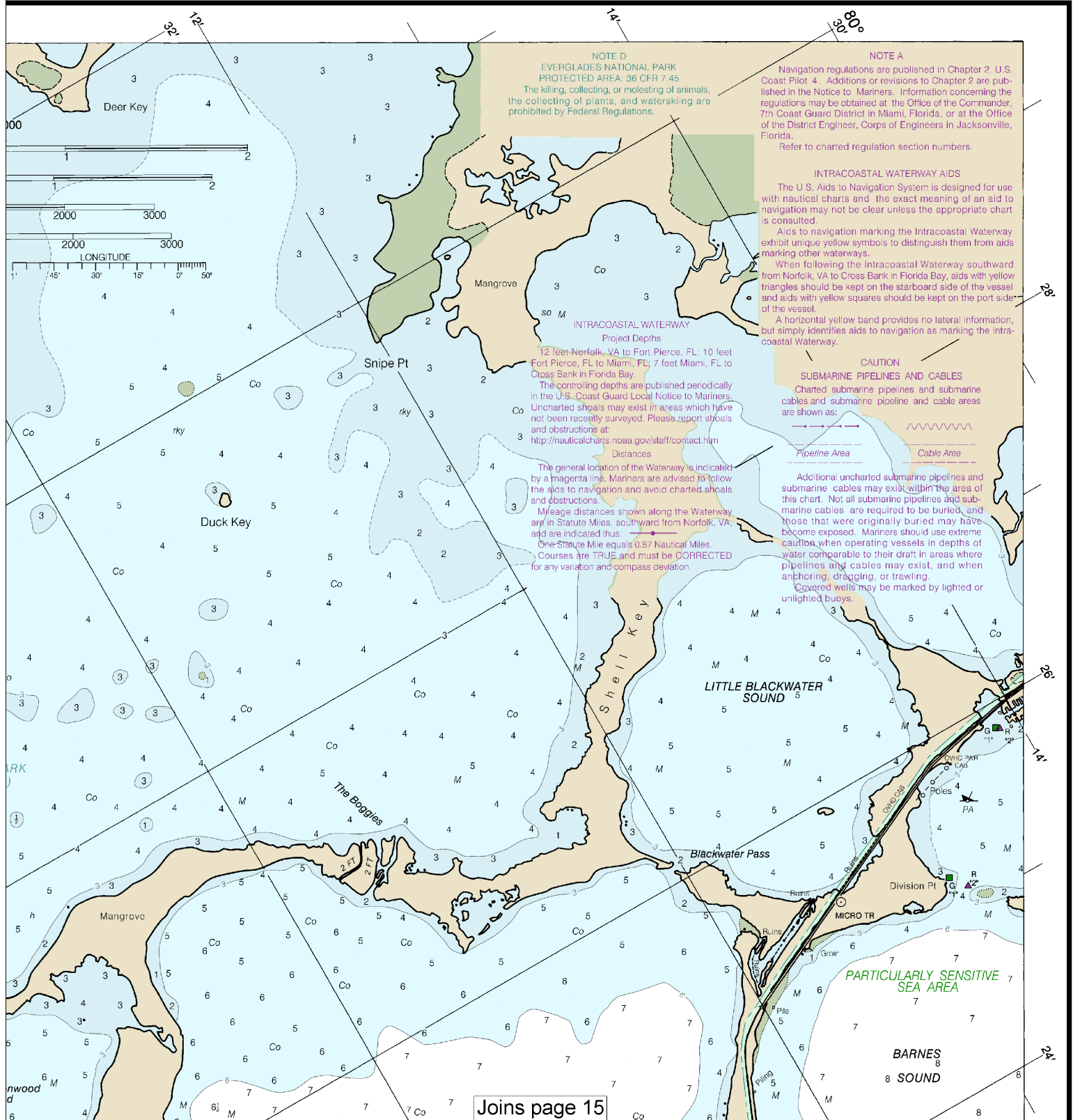
**CAUTION**  
Overhead power cables run parallel to U.S.  
Highway No. 1. All clearances are greater than  
those of the charted fixed bridges.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for  
supplemental information concerning aids to  
navigation.

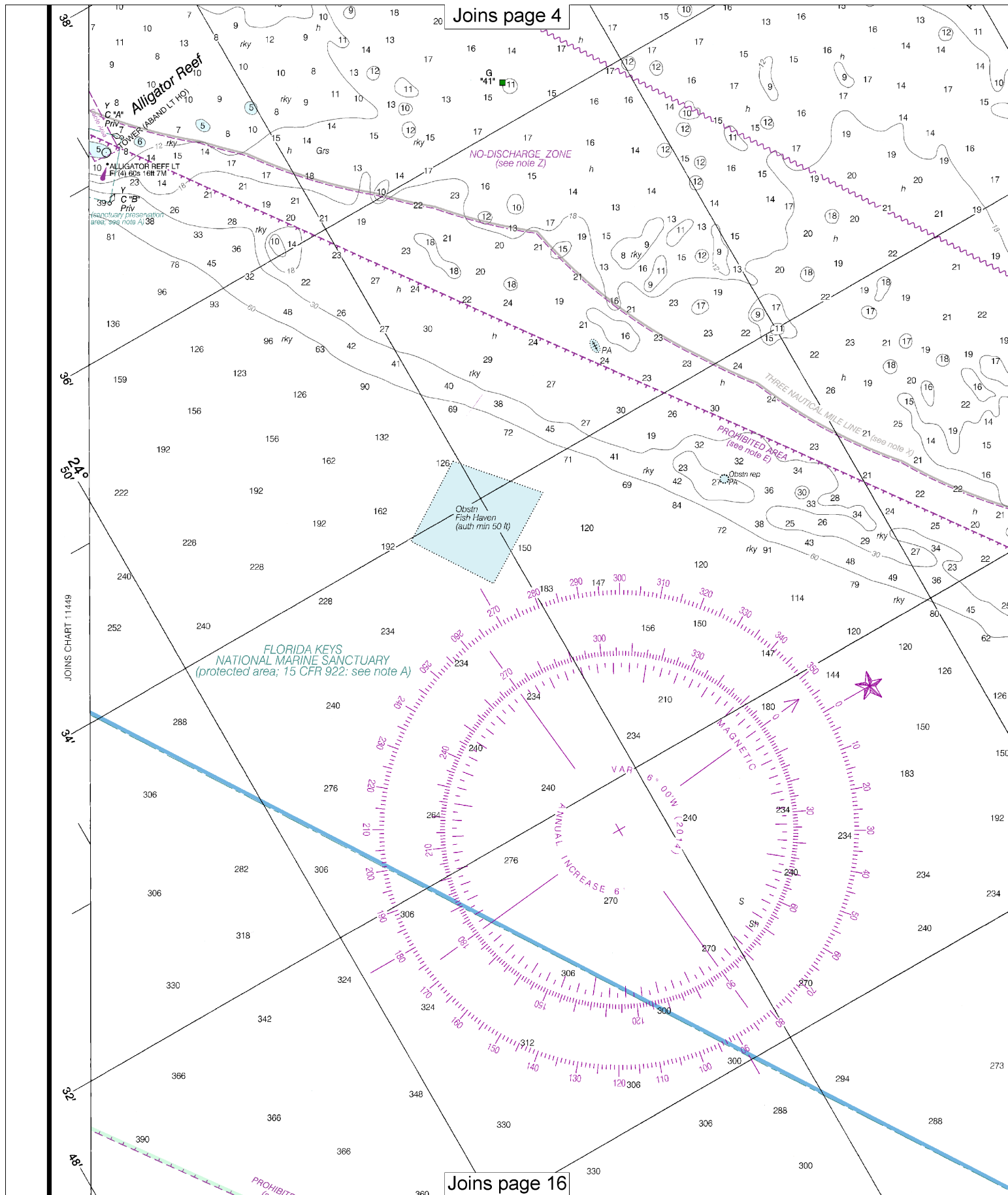
**RADAR REFLECTORS**  
Radar reflectors have been placed on many  
floating aids to navigation. Individual radar  
reflector identification on these aids has been  
omitted from this chart.

**NOTE C**  
The daybeacons are privately maintained  
and positions are approximate.

**NOTE X**  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation,  
some Federal laws apply. The Three Nautical Mile Line, previously identified as the  
outer limit of the territorial sea, is retained as it continues to depict the jurisdictional  
limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast  
of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in  
most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the  
jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical  
mile Exclusive Economic Zone were established by Presidential Proclamation.  
Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject  
to modification.



Joins page 15



**10**

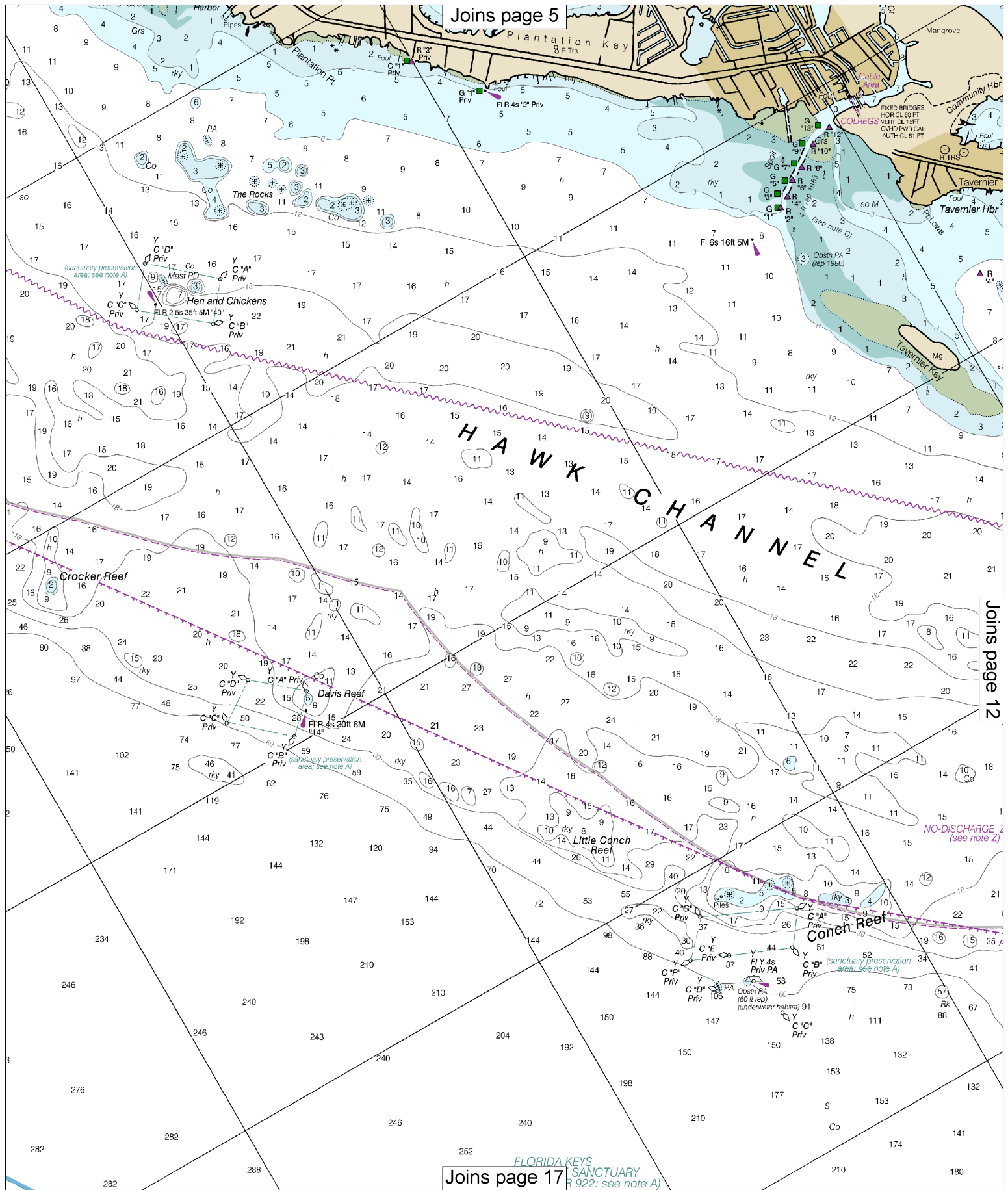
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

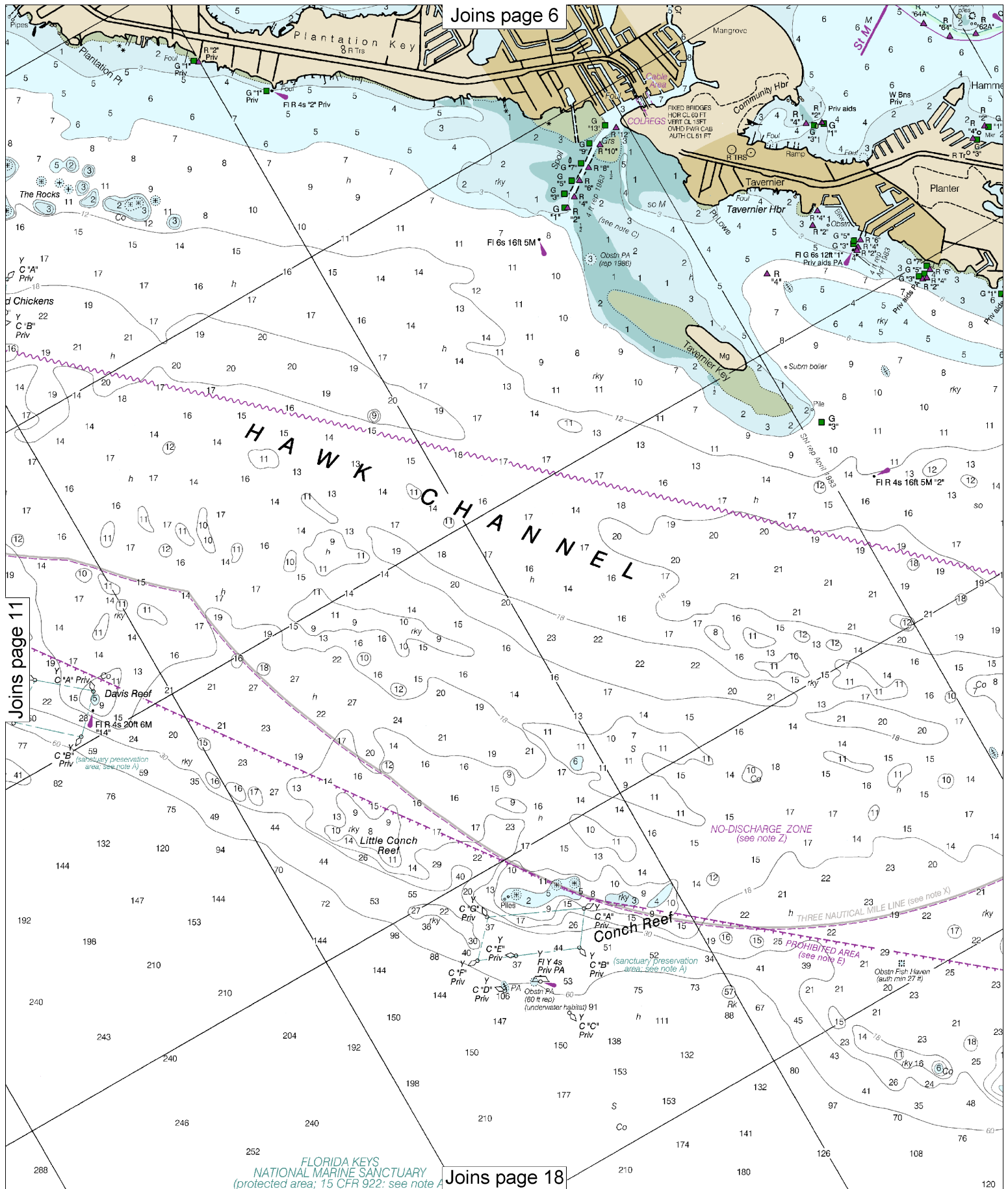
SCALE 1:40,000  
 Nautical Miles

See Note on page 5.









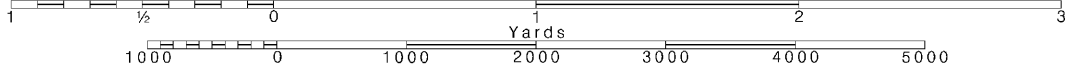
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Note: Chart grid lines are aligned with true north.

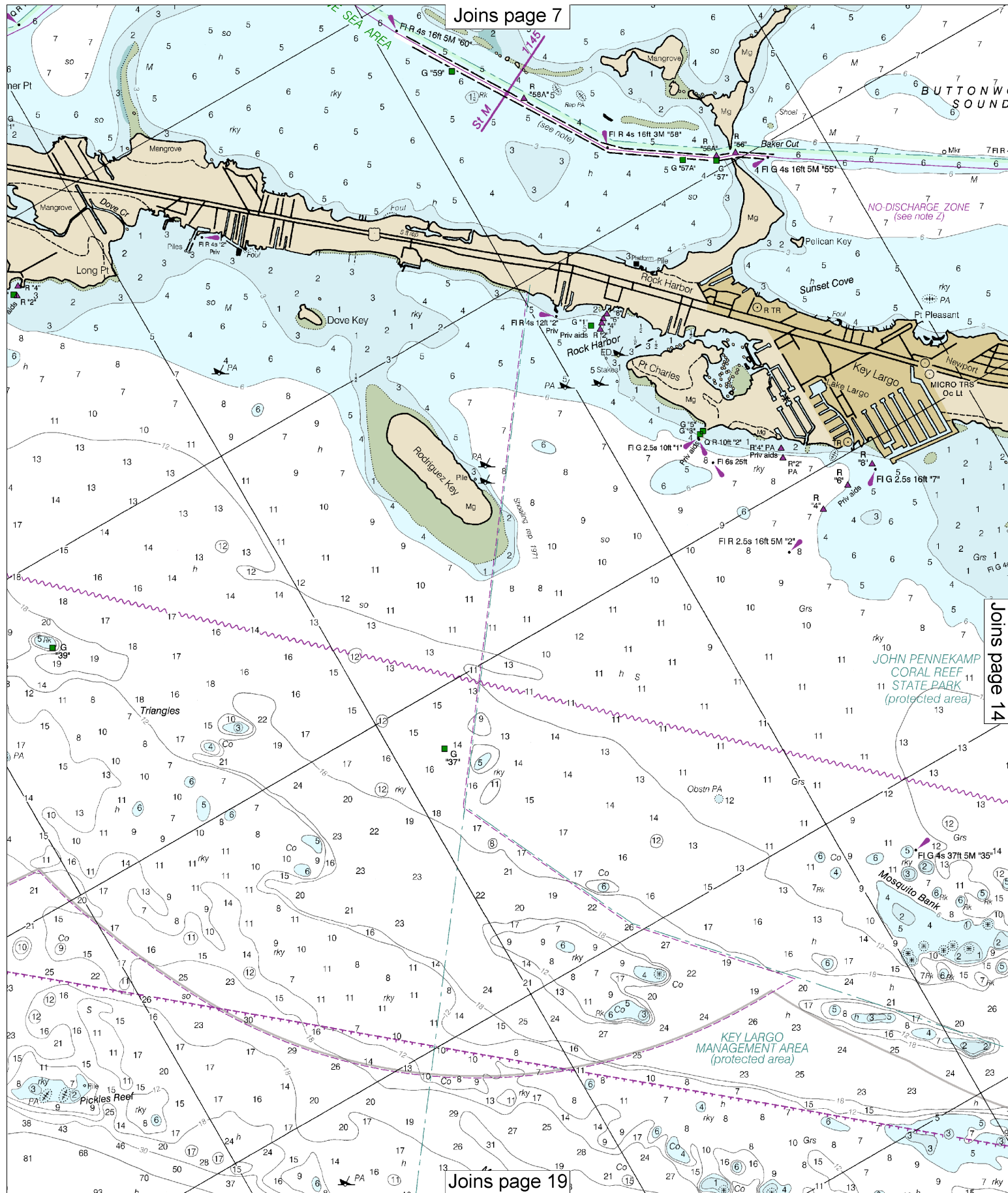
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SCALE 1:40,000  
Nautical Miles

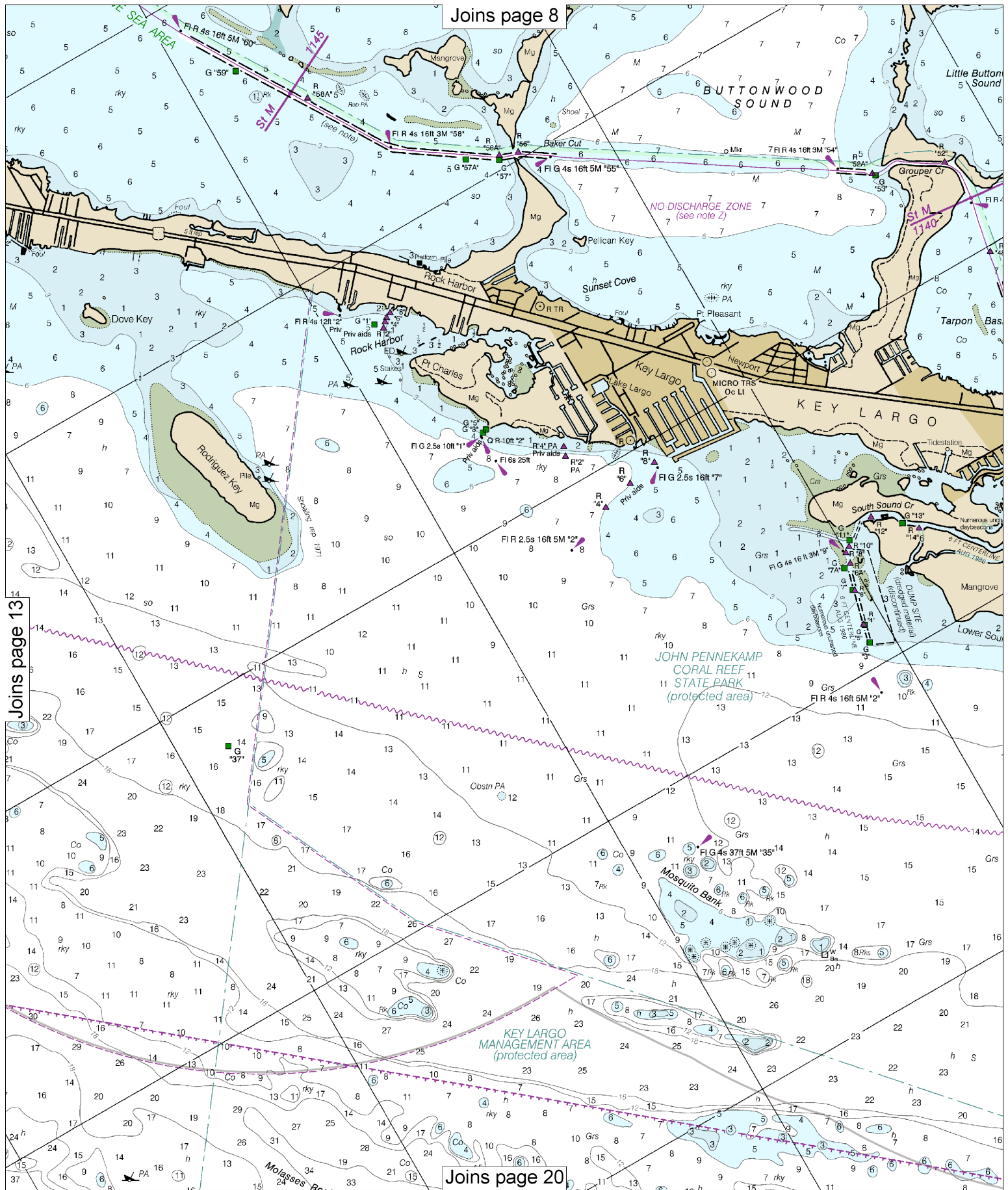
See Note on page 5.



Joins page 7



Joins page 14



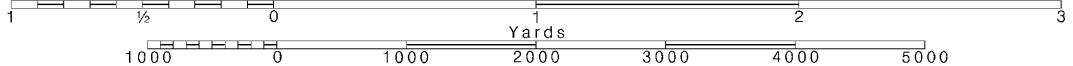
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Note: Chart grid lines are aligned with true north.

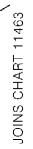
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







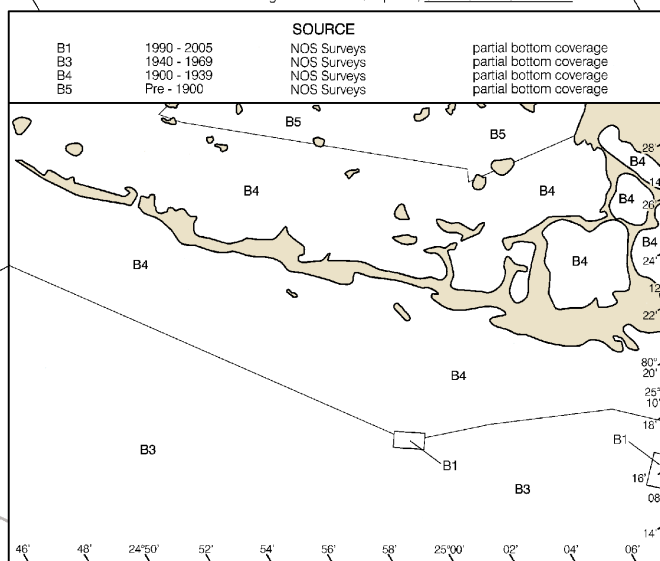
Joins page 10

PROHIBITED AREA  
(see note C)

PARTICULARLY SENSITIVE SEA AREA

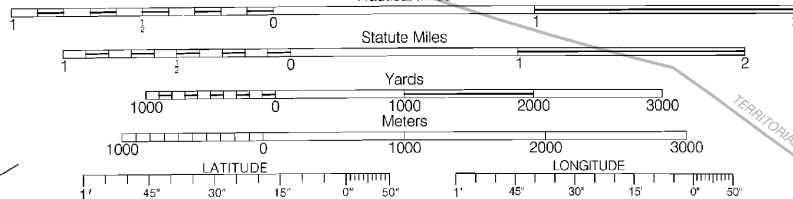
c S  
bk Sh  
SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



TERRITORIAL SEA (see note X)

SCALE 1:40,000  
Nautical Miles



**NO-DISCH**  
All Florida State w Marine Sanctuary and (NDZ). Under the vessels operating w completely prohibi treated or untreated installed marine sanit moored, anchored, the MSD disabled to sewage (treated or Regulations for the Coast Pilot. Addi regulations and req Environmental Pr http://www.epa.gov/w

**HURRICAN**  
Hurricanes, tropica cause considerable navigation and moore in unknown locations. Charted soundings, reflect actual conditio navigation may have b have been moved from extinguished or other not rely upon the post Wrecks and submerge from charted locations or moved. Mariners are urged requested to report hazards to navigation t unit.

18th Ed., Jul. 2014

11464

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

Last Correction: 12/24/2015. Cleared through:  
LNM: 2416 (6/14/2016), NM: 2716 (7/2/2016)

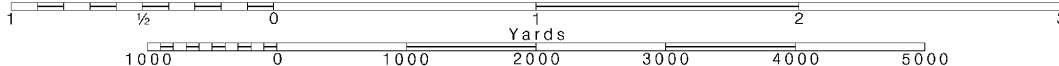
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



FLORIDA KEYS  
NATIONAL MARINE SANCTUARY  
(protected area; 15 CFR 922; see note A)

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**NOTE Z**  
**CHARGE ZONE, 40 CFR 140**  
waters within the Florida Keys National  
are designated as a No-Discharge Zone  
e Clean Water Act, Section 312, all  
within a No-Discharge Zone (NDZ) are  
bited from discharging any sewage,  
d, into the waters. All vessels with an  
itation device (MSD) that are navigating,  
d, or docked within a NDZ must have  
to prevent the overboard discharge of  
or untreated) or install a holding tank.  
the NDZ are contained in the U.S.  
ditional information concerning the  
quirements may be obtained from the  
rotection Agency (EPA) web site:  
owow/oceans/regulatory/vessel\_sewage/.

**ANES AND TROPICAL STORMS**  
cal storms and other major storms may  
e damage to marine structures, aids to  
red vessels, resulting in submerged debris  
s. Channel depths and shoreline may not  
ons following these storms. Fixed aids to  
been damaged or destroyed. Buoys may  
pm their charted positions, damaged, sunk,  
rwise made inoperative. Mariners should  
sition or operation of an aid to navigation.  
ged obstructions may have been displaced  
ns. Pipelines may have become uncovered

ed to exercise extreme caution and are  
ft aids to navigation discrepancies and  
n to the nearest United States Coast Guard  
522

**PARTICULARLY SENSITIVE SEA AREA**  
The Particularly Sensitive Sea Area (PSSA)  
is indicated by a dashed green limiting line  
highlighted with a green screened band or by  
a green screened band used in conjunction  
with the line symbol for other limits with  
which the PSSA coincides. A PSSA is an  
environmentally sensitive area around which  
mariners should exercise extreme caution.  
See U.S. Coast Pilot volumes for information  
regarding this area.

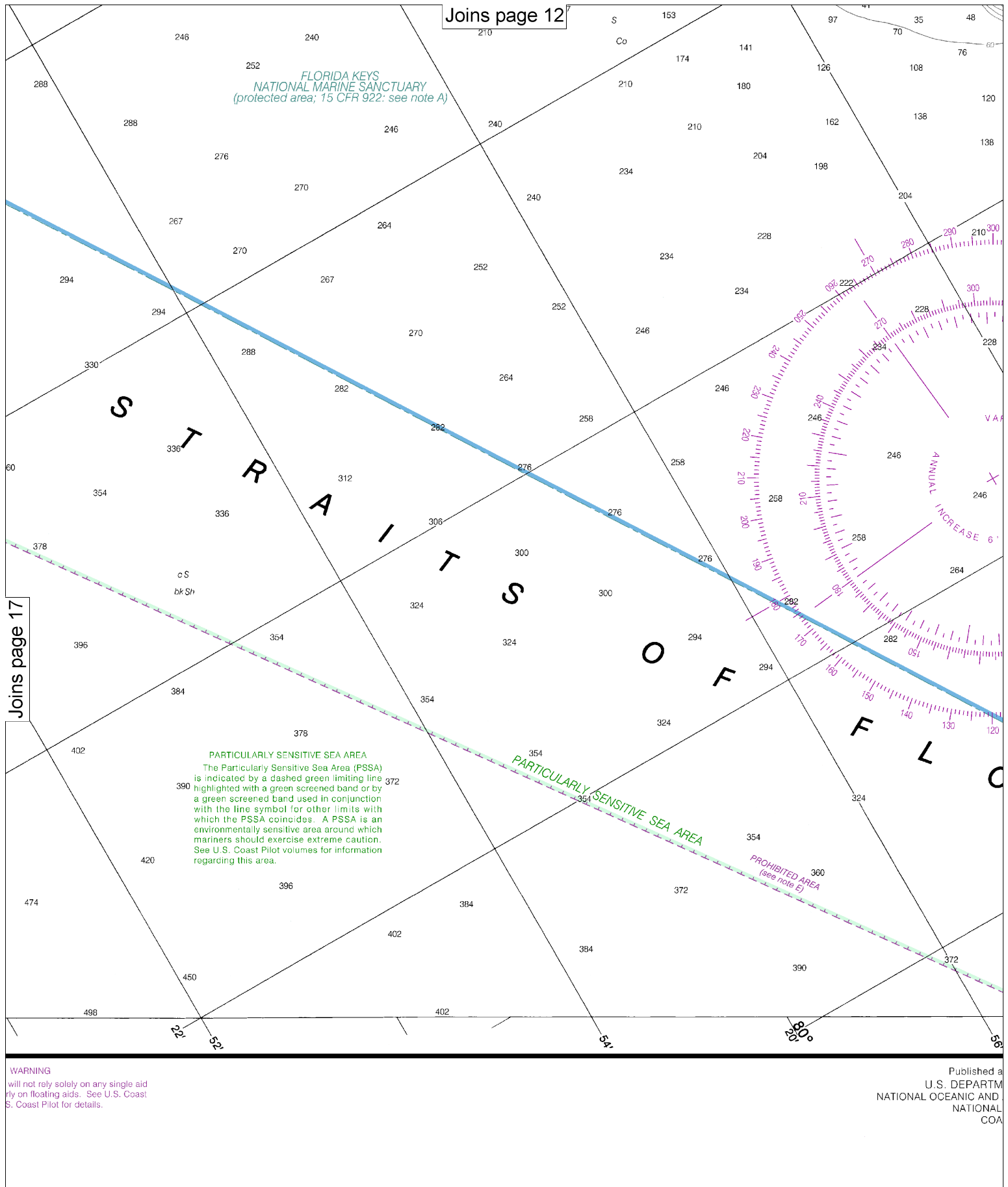
**PARTICULARLY SENSITIVE SEA AREA**

PROHIBITED  
(see note A)

**WARNING**

The prudent mariner will not rely solely on any single aid  
to navigation, particularly on floating aids. See U.S. Coast  
Guard Light List and U.S. Coast Pilot for details.





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FLORIDA KEYS  
NATIONAL MARINE SANCTUARY  
(protected area; 15 CFR 922: see note A)

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**PARTICULARLY SENSITIVE SEA AREA**

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

PROHIBITED AREA  
(see note E)

**WARNING**  
will not rely solely on any single aid  
fly on floating aids. See U.S. Coast  
S. Coast Pilot for details.

Published at  
U.S. DEPARTMENT OF THE INTERIOR  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL COASTAL SERVICES CENTER

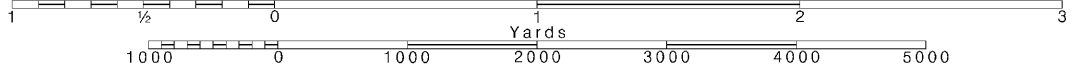
18

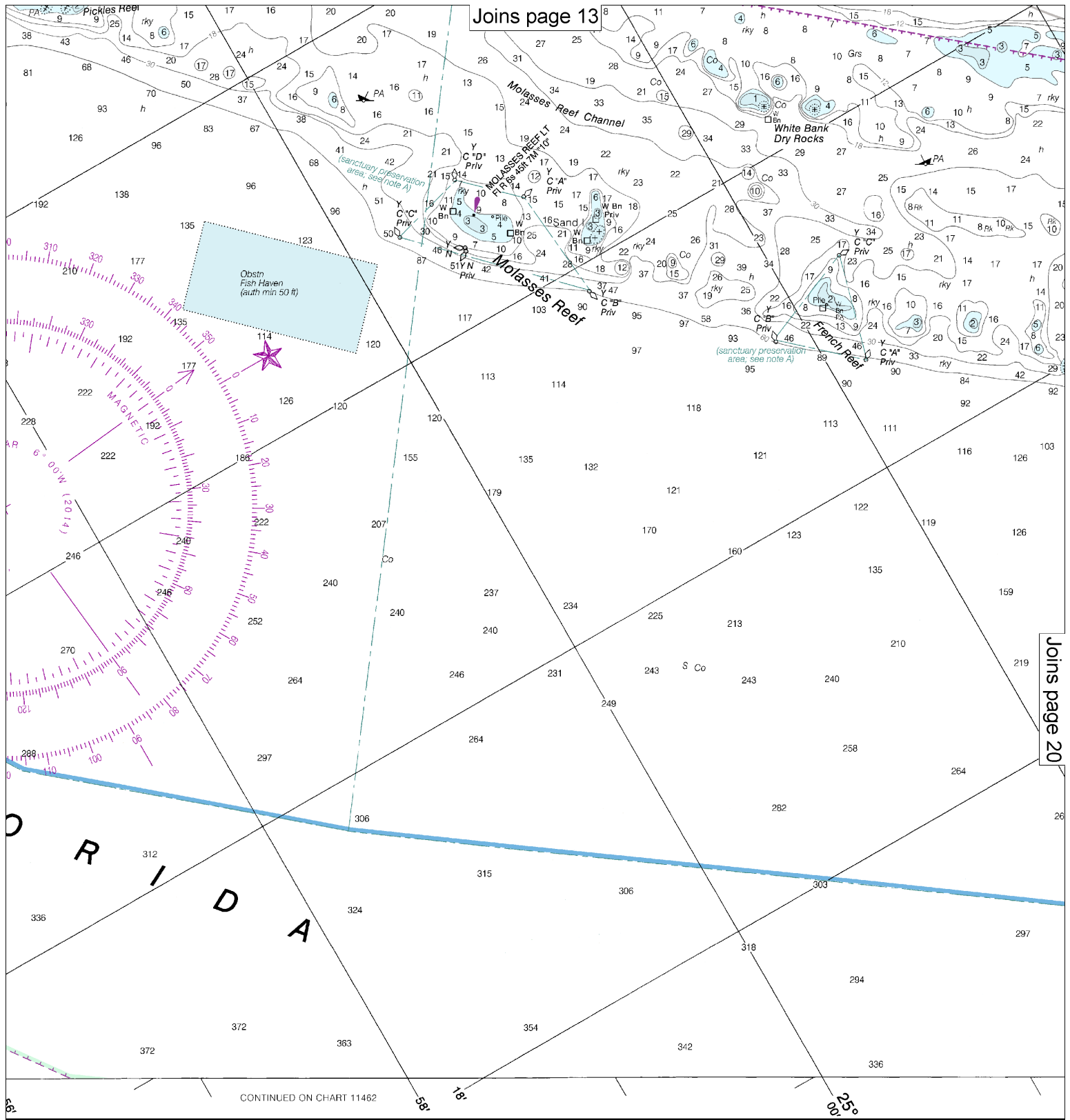
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

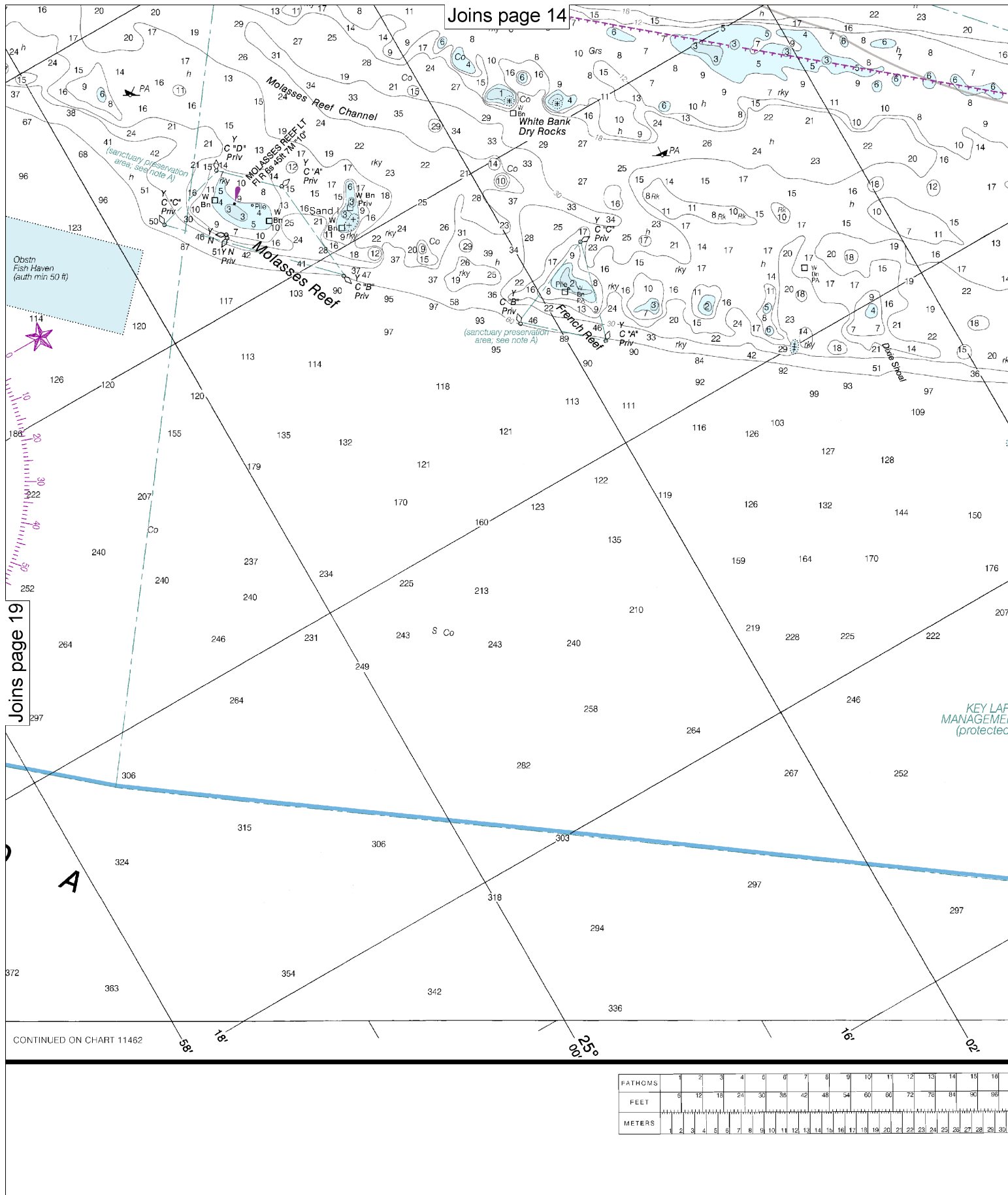
See Note on page 5.





at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 U.S. COAST AND GEODETIC SURVEY

FATHOMS	1	2	3	4	5	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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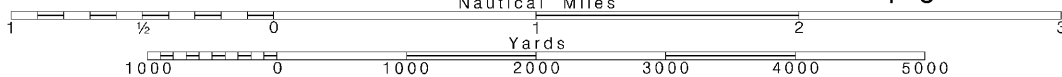
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Note: Chart grid lines are aligned with true north.

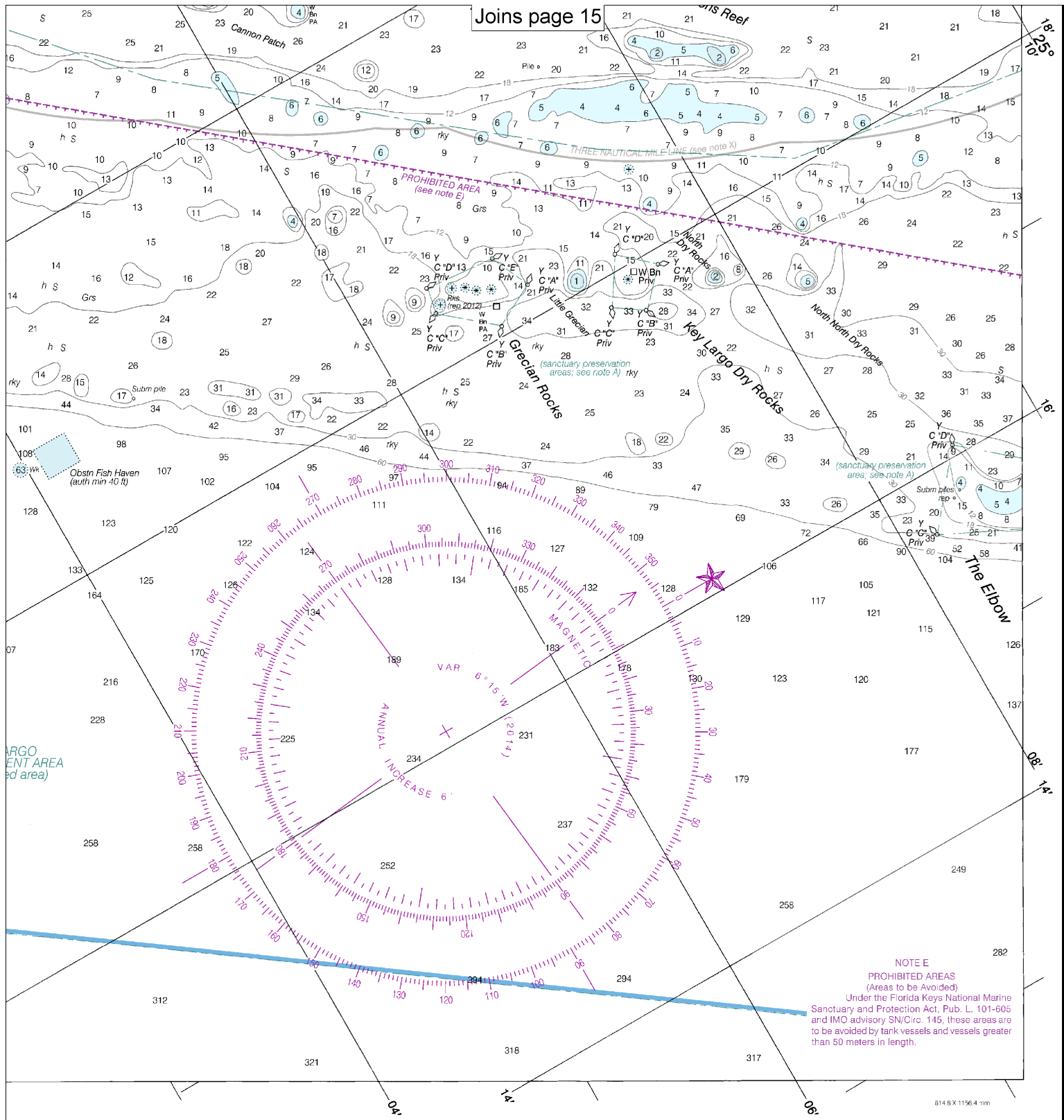
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.







**SOUNDINGS IN FEET**

Blackwater Sound to Matecumbe  
 SOUNDINGS IN FEET - SCALE 1:40,000

**11464**



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
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Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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